

## CHAPTER 10

### DISPOSITION OF CRITICAL SAFETY ITEMS (CSI)

#### 10.1. General.

10.1.1. Public Law 108-136 Section 802 established the requirement for Aviation Critical Safety Items (CSIs) to be procured only from, and repaired or overhauled only by, sources approved by the military service Engineering Support Activity (ESA).

10.1.1.1. Criticality Code. A code that indicates that an item has been assessed and documented in the Tech Data Package (TDP) as being technically critical by reason of tolerance, fit restrictions, application, nuclear hardness properties, or characteristics which affects identification of the item.

10.1.1.2. A Critical Safety Item (CSI) is defined as a part, an assembly, installation equipment, launch equipment, recovery equipment, or support equipment for an aircraft or aviation weapon system if the part, assembly, or equipment contains a characteristic any failure, malfunction, or absence of which could cause a catastrophic or critical failure resulting in the loss of or serious damage to the aircraft or weapon system, an unacceptable risk of personal injury or loss of life, or an uncommanded engine shutdown that jeopardizes safety. Damage is considered serious or substantial when it would be sufficient to cause a "Class A" accident or a mishap of severity category I. The determining factor in CSIs is the consequence of failure, not the probability that the failure or consequence would occur. Items formerly identified as "flight safety part", "flight critical part", "flight safety critical aircraft part", or "safety of flight item" are considered CSI.

#### 10.2. Policy.

10.2.1. Policy for overall management and handling of CSIs can be found in Department of Defense (DoD) 4140.1-R, DoD Supply Chain Materiel Management Regulation. The Joint Aeronautical Logistics Commanders (JALC) has also developed Joint CSI instruction, AFI 20-106 (also known as SECNAVINST 4140.2) () which implements a more detailed standardized policy for the management of CSI items. In addition, HQ AFMC/ENP has also published a DoD Critical Safety Item Management Handbook which establishes overarching requirements for the management of CSI items.

10.2.2. Policy for disposition of Critical Safety Items is found in this chapter.

#### 10.3. Procedures.

10.3.1. CSIs shall be identified in the Federal Logistics Information System (FLIS) by an applicable criticality code. Criticality codes are maintained in DoD 4100.39-M, *Federal Logistics Information System (FLIS) Procedures Manual* Volume 10, Chapter 3, Table 181, Federal Item Identification Guide. A criticality code of "E" or "F" identifies an item as CSI. Criticality codes for a National Stock Number (NSN) can be found by interrogating an item in D043A system and looking at the Criticality Code in Segment A. In addition, these items will also have an "R" phrase record with the statement "AFTO95REQ". The definition of CSI codes "E" and "F" are listed in Table 10.1.

**Table 10.1. Special CSI Criticality Codes.**

<b>CODE</b>	<b>EXPLANATION</b>
E	If the item is a CSI and is nuclear hardened, enter “E.”
F	If the item is a CSI and is not nuclear hardened, enter “F.”

#### **10.4. Handling OF CSIs.**

10.4.1. Where practical, reparable CSIs will be managed and tracked throughout their life cycle by serial number.

10.4.1.1. In accordance with policy in DoD 4140.1-R, the minimum documentation requirements for used CSIs are:

10.4.1.1.1. Part identification-part number, NSN, and, for reparable CSIs, serial number.

10.4.1.1.2. Manufacturer, Contractor and Government Entity (CAGE) code, and date of manufacture.

10.4.1.1.3. Total time in service.

10.4.1.1.4. Current status for life-limited parts.

10.4.1.1.5. Time since the last overhaul of each part that is required to be overhauled on a specified time basis.

10.4.1.1.6. Identification of current inspection status, including time since last required inspection or maintenance performed

10.4.1.1.7. Current status of applicable Federal Aviation Agency (FAA) airworthiness directive (AD) or DoD equivalent technical orders, including the date and method, and if the AD involves recurring action, time, and date when the next action is required.

10.4.1.1.8. A list of current major alterations, repairs or modifications for each part including date that work was done and work authentication.

10.4.1.2. In accordance with policy in DoD 4140.1-R, the minimum documentation requirements for new aviation CSIs are:

10.4.1.2.1. Part identification-part number, NSN, and, for reparable CSI items, serial number.

10.4.1.2.2. Manufacturer, CAGE code, and date of manufacture.

10.4.1.3. All historical documentation shall go with individual CSIs when they are shipped to another user, to maintenance, or to a Defense Reutilization and Marketing Office (DRMO) for disposal.

#### **10.5. Turn-in of CSIs to DRMO.**

10.5.1. When a CSI is no longer required, the CSI and associated documentation shall be provided to the Defense Reutilization and Marketing Service (DRMS) for disposal. Ensure when turning CSI materiel (Criticality Code of “E” or “F”) into a DRMO, that the proper criticality code is assigned according to DoD 4100.39-M and an AFTO Form 95 with historical records accompany the property. Improperly documented, defective, non-repairable, and time-expired CSIs will be mutilated by the holding activity or the DRMO prior to disposal, exchange, or transfer outside of the DoD. When

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turning such aviation CSIs in to a DRMO, ensure that the turn-in documents clearly annotate that the part is "defective," "non-reparable," or "time-expired" and that mutilation is required. Please note that if the materiel is new/unused and still packaged in the original manufacturer's container that reflects all of the identification and contracting data, the item may be issued or turned-in to DRMO without applying the mutilation requirement.

10.5.2. Supply (Base/Depot) Processing Responsibilities. The supply storage activity must ensure that the historical maintenance documentation is attached to all CSI items that are identified in FLIS with a Criticality Code of "E" or "F" whenever the item is identified for transfer to the DRMO. When an item is designated as CSI and the historical documentation as referenced in para 10.5.1 above is not available, the item will be mutilated.

10.5.3. Maintenance Processing Responsibilities. Maintenance responsibility for the CSI program involves accomplishing the necessary repairs on the items and ensuring that the repairs are actually recorded/documented in the appropriate maintenance data system. Each item that is processed by the Repair Cycle Support Unit and returned to a supply facility for storage must be accompanied by a computer generated maintenance historical record (facsimile AFTO Form 95). All reparable, serially controlled CSIs that have been processed by maintenance are required to have the maintenance historical record attached. When a CSI is turned-in by maintenance without the historical record/documentation the condition tag or label shall be annotated: Historical maintenance records are not available.

10.5.4. CSIs that contain military offensive or defensive capabilities shall be demilitarized in accordance with **AFMAN 23-110, Volume 6, Chapter 7**, Demilitarization.